Only Those Who Earn Less Than \$800 per Year Get All They Asked For-About a Share Aplece-High Tribute to Mr. Hewitt at a Directors' Meeting

Some scaling down of the subscriptions of employees of the United States Steel Cor-poration to the corporation's preferred stock, under the profit-sharing plan, was announced after a meeting of the directors of the Steel Corporation yesterday after-

The employees were divided into classes. according to the amount of wages re-ceived, and to those in class "F." composed of men who get \$800 or less in wages. are allotted all the shares for which they subscribed. They got 15,038 shares, representing 12,170 individual subscriptions.

This is the official statement given out by Chairman E. H. Gary after the directors'

The board adopted these resolutions relating to the death of Abram S. Hewitt:

Abram Stevens Hewitt was born in Rockland county. N. Y. on July 21, 1822. He died in the city of New York on Jan. 18, 1962. During the long period of his activity, which continued till this year, he was surpassed by no citizen of the republic in the variety and value of his contribution to the estonishing development of its moral and material resources. A student, a publicist and a spokesman for his people in their manifold relations, whether in or out of public office, he attained and held a nesition both lofty and unique. Chief maxistrate of his city and for many years its foremest representative in Congress, his public career and utterances justily commanded attention in this land and in foreign lands as well. But here and now it is proper that special recognition be made of the important relation that he bore to the iron and steel industries of the United States.

From his early manhood Mr. Hewitt was Abram Stevens Hewitt was born in Rock-

entine the marks of the important relation by the knowledge on the form and well industries. From his certit mathood Mr. Hewitt was been decleased and restrict mathood Mr. Hewitt was been decleased by the configuration of the state of the

public representative of the iron industry of America.

Into the organization and development of the United States Steel Corporation Mr. Hewitt entered with all the enthusiasm of his nature and devoted to its affairs his high intelligence and careful scrutiny. He was present at all but four of the meetings of the board beginning with the first. In December, 1992, he made what then was feared, and the event proved to be his last appearance. At every meeting he was vicilant and attentive and his keen scrutiny and shrewd suggestions were of great and lasting value to the conduct of our most important business Missed as he will be from the councils of many societies, political, builanthropical, educational and financial, nowhere will it hap in this body, peculiarly representing his life's work, of which with a sincere and respectful admiration this brief minute is made by his fellow members of the board of directors of the United States Steel Corporation.

Wall Street report that the United States Steel Corporation had made a proposition to purchase the steel properties of Jones & Laughlin, Limited, near Pittsburg was denied by a representative of the Steel Coproration vesterday.

TO HUNT R. R. TICKET FORGERS. Practically All the Big Railroads Vote for

big railroads of the country met yesterday the offices of the Trunk Line Association in this city and voted to form a protective association to prosecute ticket forgers without regard to time or expense.

George H. Daniels, general passenger agent of the New York Central, called the meeting to order. The sentiment was unanimous that such a bureau was desirable and it was voted to institute it

Commissioner Leslie P. Farmer of the Trunk Line Association said after the meeting that it would be several weeks before the bureau got under way. He thought it likely that the chairman of one of the associations would become the active. of the associations would become the active head of the bureau.

need of the bureau.

It is understood that the bureau will be modelled after the protective features of the American Bankers' Association, employing a detective agency to hunt down forgers and manipulators of bad tickets. The loss to the roads in 1902 through forgeries is estimated at \$100,000.

Stanley Company and General Electric. It was asserted in a despatch from Pittsfield. Mass., which reached Wall Street vesterday, that the transfer of the Stan'ey Electric Manufacturing Company to the General Electric Company would be formally announced this week, the arrangements for the deal having been made in this city et a meeting between William C. Whitney, F. W. R. ebling, W. Murray Crane and President Coffin of the General Electric. According to the Pittsfield advices, the Stanley stock-holders will get General Electric stock in the proportion of 24 to 39. The stock of the Stanley company is quoted \$120 a share, the par value being \$100 a share, and on the stated basis of exchange General Electric stock figures out at \$195 a share.

ock figures out at \$195 a share One-Man Sloop in Ferryboat's Way.

A deeply laden sloop, bound from the North River to the East, got becalmed off the Battery last evening and drifted into the ferry slip of the Central Railroad of New Jersey. Her lone navigator yelled when the ferryboat Easton from Jersey City beaded into the slip and the Easton backed. She had to tow the sloop cut.

HOSPITAL TO BE REOPENED. Women Raise 8500 and Other Support Promised the Director

The Williamsburg Hospital at Bedford avenue and South Third street, which was closed last month for lack of funds, will probably reopen next Monday, as sufficient probably reopen next Monday, as sunment funds have been secured to partly cover the deficit of last year. The Woman's Guild of the hospital held a euchre in the Knapp mansion yesterday, which netted more than \$500. The deficit last year was more than \$3,000. Fu'u e support has been promised the b ard of directors.

GOSSIP OF WALL STREET.

Speculative sentiment was favorably in fluenced by the sharp advance of United States Steel common in the late trading. Until in the last hour professional traders were disposed to demonstrate against values. Many speculative attitudes were changed, however, on faith of the improved character of buying in the late afternoon. There is elieved still to be a large short interest the market, especially in Pennsylvania.

There was a good borrowing demand last night for Pennsylvania, New York Central and Union Pacific. Transactions in other

meeting:

The subsidiary companies of the United States Steel Corporation at the present time have orders on their books for over 5.50,000 that they have ever had In regard to the profit-sharing plan: The books for subscription to stock closed on Saturday evening, Jan 31, and the stock was subscribed for as follows:

27,633 men subscribed for 51,125 shares. Class E. composed of men who receive galaries of \$800 to \$2,500 a year, subscribed for calaries of \$800 to \$2,500 a year, subscribed for receive \$800 or less in wages, subscribed for receive \$800 or less in wages, subscribed for 15,038 shares—12,170 men subscribing. The board of directors voted to allot to Class E. 90 per cent; Class D, 80 pe

There is understood to be a large professional buil pool in United States Steel pre-ferred. Its line was accumulated at an average price of about 84 and a dividend of 1% per cent scales that down to 82%. There is already, therefore, a profit of nearly 6 points in the speculation. But the pool is said to expect a much greater return, and the apparent profit has not tempted it to liqui-date any part of its holdings. The Waldorf

on Erie, ether "put" of "call," at 1% per cent, for the end-of-March settlement, 2% per cent. for the end-of-April settlement and 2% per cent. for the end-of-May settle-

trading both ways, but buying on balance, according to the specialists. The stock's advance was supposed to be largely at the expense of a short interest that has been outstanding for some time.

The Tammany crowd is reported to have taken heavy losses in Metropolitan. It has been bullish on all the traction stocks for a long time, and particularly so on Metropoli-The Brooklyn contingent now is builting Brooklyn Rapid Transit.

Calls on some 10,000 shares of Peoples Gas at 110 are said to be expiring. These privileges were written for long periods three and four months. Some were made as high so 116, but most of them were at 116. Speculative interest in the stock lapsed almost completely yesterday.

International houses report the appearance of a small miscellaneous foreign demand for bonds and investment stocks. The volume of such buying is nothing to boast of yet, but it is nevertheless encouraging in Representatives of practically all the ors have exhibited toward American securities. More interesting still is the statement that the transfer office of one of the largest international banking houses has been unusually busy for a fortnight past transferring securities to be sent abroad. This work would represent foreign purchasee through private

There is believed to have been steady accumulation of Reading around 60. The stock is being bulled again by the same interests that bulled Eric common across 40. The stock court matters at Elizabeth. that bulled Erie common across 40. The con-tinued absorption of the second preferred was the feature of yesterday's trading in Erie. The specialists report the market as being gradually denuded of this issue.

FINANCIAL NOTES.

The Eric motive power is to be increased by the addition of fifteen locomotives of the Atlantic type, similar in construction to those which pull the Empire State Express The change may lead to a faster passenger schedule between New York and Chicago. The change may lead to a faster passenger schedule between New York and Chicago. Meetings for organization of the board of directors of the Indiana, Illinois and Iowa, the Lake Frie, Alliance and Wheeling and the Phalanx and Fairport roads were held at the Grand Central Station vesterday. The two last-named roads were acquired by the Lake Shore reently. For all the roads W. H. Newman was elected president, W. C. Brown vice-president and E. B. Worcester secretary and treasurer. The same officers were elected for the Wheeling and Alliance Company, a controlled company of the Lake Erie, Alliance and Wheeling roads. R. P. Athens was elected assistant secretary and local treasurer of the Indiana, Illinois and Iowa, with headquarters at Cleveland, and Nicholas Bartlett, assistant secretary and local treasurer of the Lake Erie, Alliance and Wheeling, at Cleveland.

Horace C. du Val was reelected a vice-president of the Brooklyn Rapid Transit Company at the directors' meeting on Monday.

At the annual meeting yesterday of the stockholders of the Maryland Coal Company. Thomas A. Knickerbacker was elected a director to succeed Edward M. Brown.

director to succeed Edward M. Brown.

L. L. Johnson, a former member and governor of the Consolidated Exchange, who failed in 1998 and was released from his obligations through bankruptoy proceedings, has recently paid his creditors in full.

The First National Bank had a credit balance of \$8,805,000 at the Clearing House yeaterday, while the National City Bank was debtor for \$4,000,000. No special significance was said to attach to the changes.

STEAM SHUT OUT SIGNALS.

WESTFIELD HORROR CAUSED BY ENGINE LONG OUT OF REPAIR.

Engineer Davis Said That No. 27, Which for a Month, and Leaked So That He Shut Off at Stations to See Signals. PLAINFIELD, N. J., Feb. 3. - The opening

session of the Coroner's inquest into the cause of the wreck on the New Jersey Central at Westfield, a week ago to-night, was held this afternoon in the Common Council chambers. Two statements made by Engineer Davis of the fatal Philadelphia train the night before he died about the condition of his engine were introduced. The inquest was in charge of Prosecutor N. C. J. English, who conducted the examination of witnesses, thirteen of whom were called before an adjournment was taken to Thursday afternoon. Consider-able evidence was called for to identify the body of John Currid of Dunellen, over whose body the inquest was held, and to ascertain the condition of the engine

Burnet, a New York stationer at 64 Pine street, said that the last three cars of the local were heated by old-fashioned stoves.

John R. Day, conductor of the local, said he had received orders at Elizabeth to stay on the main westbound track as far as Dunellen, where the Philadelphia express was to pass him. He said that just wes of Westfield his train was stopped by the

of Westfield his train was stopped by the engineer on account of a hot box on the engine tender. He believed that his engineer was justified in stopping for this purpose. He said that the rear brakeman on his train had performed his full duty in going back with the proper warning signals.

Here were brought in the statements Davis is said to have made the night before he died. In the main they agree. The one which was so jealously guarded by Sheriff Kiely contains the more words. Both were signed by Davis.

County Physician F. W. Westcott gead the statement which was made to him. It follows:

No. 4, but last night they run it on track No. 2.
Further evidence was produced to show that Engine 27, which was attached to the Philadelphia train, was leaky. It was shown that Master Mechanic Daniel N. Deeter of Philadelphia had ordered the engine to the shop on Jan. 7. It was up for repairs from Jan. 2 to Jan. 17. A crack in the steamchest had been repaired as well as possible.

crack in the steamchest had been repaired as well as possible.

Deeter, who was called, testified that he had not examined the engine since that time, but believed it was all right, as no complaints had been received. Road Foreman Thomas A. Foersch of Philadelphia gave practically the same testimony, but Charles B. Dampman, Bernard F. Loughery and Hiram Meck, all engineers on the Heading railway, testified that the engine had been in good condition.

In connnection with the last-named three men Prosecutor English said that he had received several anonymous communica-

men Prosecutor English said that he had received several anonymous communications telling him that if he would call these witnesses "they would reveal the inquity of the Reading railroad."

The members of the Coroner's Jury are among Plainfield's most prominent citizens. They are ex-Mayor Charles J. Fisk, foreman; James F. Buckle, president of the Common Council; William F. Arnold, City Treasurer; John J. Kenney, merchant; Floyd T. Woodhull, School Commissioner; Andrew J. Gavett, City Engineer.

J. L. Conover of Jersey City, chief counsel for the New Jersey Central, was present at the inquest. Threre are about thirty more witnesses to be called, including railroad officials and local citizens.

Coroner Bunting adjourned the inquest

No New York-Baltimore Ice Combine Yet. The report was revived in Wall Street yesterday that the American Ice Company and the Hammond Ice Company of Baltimore had been consolidated under the control of a holding company. A leading interest in the American Ice Company

denied it.
"While propositions and counter propositions have been made," he added, " no deal has been as yet consummated, although we hope it may be."

Steamship Sea Board Pulled Off the Recks. PROVIDENCE, R. I., Feb. 3.- The Joy Line steamer Sea Board was floated just before noon to-day from her dangerous position on the Dutch Island Rocks, where she had been ashore since a week ago last Saturday. High water was at noon and about twenty-five minutes before that time the Scott wrecking tugs Alert and Harriet pulled the stranded vessel off. The Sea Board was towed into Dutch Island barbor, where she will be prepared for her trip to New York to go on the dry dock.

82 a Day for Jurymen in Civil Cases.

A resolution was adopted by the Aldermen yesterday recommending the payment of \$2 a day to all civil jurors, excepting those serving in the municipal

\$19,000 for Contaglous-Diseases Hospital. An appropriation of \$19,000 for the building of a new hospital in Queens for contagous diseases was favorably passed upon by the Aldermen yesterday. The hospital is to be built in Jamaica, on the site of the ENGINE RAN UNCONTROLLED.

Fireman Killed and the Engineer Had to Abandon His Cab—Steam Pings Mew Out. STAMFORD, Conn., Feb. 3 .- Edward J. Hill, a fireman, was killed and Engineer James Bannon had a narrow escape from similar fate between Rowayton and Darien, about 3 o'clock this morning. The men were in charge of Engine 551, drawing the night freight west. The train was long and was running at a high rate of

The train was about a mile west of Rowayton station, when Engineer Bannon heard a loud report and his cab suddenly filled with scalding steam. He saw the body of Fireman Hill flying over the rear of the tender, as though shot from a cannon. There was not time to look to the engine The blinding steam rendered it impossible to remain in the cab. Bannon crawled through the window and clung to the roof. through the window and clung to the roof, while the engine sped on. Several times Bamon came very near losing his hold and failing to the track, but fortunately he succeeded in sustaining his weight on the cab roof. The train stopped, the steam having all escaped from the boiler. Fill's body was found by the track. The accident was caused by the biowing out of four steam plugs in the engine.

TRUTHFUL JIM TO THE RESCUE. Sounds Still Alarm and Stands By to Prove His Probity.

A boy knocked timidly at the door of Engine 13's quarters, in Linden avenue, Jersey City, on Monday night and said to a fireman: "Mister, a lady up the street says she needs some of you fellers

in a hurry."
"What does she want?" asked the fireman. "I think her house is on fire and she can't put it out alone," answered the youngster. "What are you givin' us?" inquired the fireman. "Do you mean it, or are you having a little joke."
"No. Honest and truly, I mean it," said the boy. "Her house is on fire, and if you don't hurry it will be all burned down."

The company went out on a still alarm, chasing the boy to the home of Mrs. Nelson, in Linden avenue near the Old Bergen Road. They found the house full of smoke and located the fire in a closet on the second

floor.

After the firemen had extinguished the blaze the boy looked long and earnestly at them and said:

9715. 0559. 9992. 9590. 9497. 9101. 7559. 8846. 8115. 6357. 8368. 8902. 6353. 9638. 8561. 9610. 9620. 9376. 85674. 8961. 723. 8969. 9578. 8344. 8189. 9510. 9620. 9376. 8574. 9661. Part III. Case unnulaished. Nos. 1824. 1929. 9454. 1969. 1814. 1036. 1834. 1835. 7390. 1905. 1924. 1929. 1579. 1748. 1839. 1937. 1841. 1835. 7390. 1905. 1924. 1928. 1579. 1748. 1839. 1937. 1841. 1837. 1930. 1962. 1948. 1952. 9454. 1957. 1842. 1944. 1945. 1947. 1959. 1956. 1960. 1961. 1962. 1963. 1964. 1965. 1974. 1962. Part IV. —Case unnulaished. Cases from Part III. Part VII.—Case unnulaished. Cases from Part III. Part VII.—Case unnulaished. Cases from Part III. Part VIII.—Case unnulaished. 1971. 1920. 1921. 1922. 1923. 1105. 897. 2107. 1664. 1897. 1510. 1536. 2181. 9538. 8326. 1865. 1885. 1960. 9636. 2150. 1810. 9077. 1554. 1934. 1900. 2129. 1890. 8555. 1977. 1978. 1988. 1994. 1986. 1997. 1996. 1987. 1987. 1981. 1984. 1986. 1997. 1999. 1987. 1981. 1981. 1981. 1987. 1989. 1987. 1989. 1987. 1981. 19

DIVIDENDS AND INTEREST.

INION PACIFIC RAILROAD CO.

A DIVIDEND OF TWO DOLLANS (\$2.00) per share, on both the Preferred and Common Stock of this Company, has been declared, payable at the Treasurer's office, 120 Broadway, New York, N. Y. on or after April 1, 1803, to stockholders of record at the close of business February 24, 1803. The stock transfer books will be closed at 3 P. M. on February 24, 1803, and will be reopened at 10 A. M. on March 24, 1803, and will be reopened at 10 A. M. on March 24, 1803. Stockholders who have not already done so are requested to promptly file mailing orders for dividends with the undersigned, from whom blank orders can be had on application.

FREDERIC V. S. CROSBY, Treasurer.

Northern Securities Company.

New York, January 22, 1908

There has been declared a dividend of 1 1 5 per cent, on the capital stock of this Company, payable February 4, 1903, to stockholders of record on the books of the Company on that date.

The stock transfer books will be closed at 8 o'clock P. M., January 27, 1908, and reopened at 10 o'clock A. M., February 5, 1903.

E. T. NICHOLS, Secretary.

MACHINERY.

ELECTRIC ELEVATORS FOR SALE, four Oils and one A. B. See; other makes elevators installed: supplies and repairs for all makes of elevators steam engines and pumps; cheap. J. P. MILL. HOLLAND, 152 Centrest: telephone 1.821—Frankliu. FLECTRIC motors and dynamos bought, sold and exchanged; first class repairing. BELL ELECTRIC MOTOR CO., 196 Wooster St., City. BOARDERS WANTED.

ATTRACTIVE SUITES, single rooms, with or without board, references, LELAND BOARD DIRECTORY, 2 West 33d at.

ST. ALBAN S. I EAST SIST ST. Rooms, single, en suite, with private baths; doctor's office; clining room, parior floor; electric light; excellent table board.

MADISON AV., 69—Rooms, single and en suite, with board; private baths; telephone; translents accommodated.

FURNISHED ROOMS TO LET. East Side. 43D ST., 12 EAST, opposite ladies' entrance Hotel anhaitan—Destrable large front room, with pri-

Manhattan Destrable large Who Read "The Sun?" Persons with money, and brains to spend it wisely. Therefore, if you've anything to sell that's worth buying advertise it in THE SUN.—Adt. FINANCIAL.

NOTICE is bereby given that in accordance with the provisions of the first mortgage of Chicago and Milwaukee Transportation Company to James H. Hoyt, Trustee, on the Steamship "Christopher Columbus," dated March 1st, 1882, the following enumerated bonds secured by said mortgage have been selected for redemption and payment at par by the application of the sinking fund now in the hands of said Trustee, to wit: Numbers two (2), thirty (30), eighty six (86), eighty-eight (88) and ninety-four (94), and that said bonds will cease to bonds so selected should ninety four (94), and that said bonds will cease to draw interest from and after March 1st, 1903. Said bonds so selected should be presented for payment at the Bank of Commerce, National Association, Cleveland, Ohio, on said March 1st, 1903.

Dated Cleveland, Ohio, February 2d, 1903.

JAMES H. HOYT, Trustee.

PARTY WITH CAPITAL TO INVEST in Box Shook preposition; trade established; ov r \$100,000 annua; one who understands office work preferred. Address

THOS. DRUMMOND & SONS, EAST ST. LOUIS. ILL.

ADVERTISER desires to engage mining brokers of standing and ability to handle high class proposition. Address OWNER, box 180 Sun office. ELECTIONS AND MEETINGS.

Now. Amsterdam Gas Company.

340 Third Ave., New York, Feb. 2nd, 1903.

Notice is hereby given that the Annual Meeting of the STOCKHOLDERS will be held at the office of the Company. No. 340 Third Avenue, New York City, on Thursday, March 5th, 1918, at twelve o'clock Noon, for the election of Directors and for the transaction of such other business as may properly come before the meeting.

The Transfer Books will close Saturday, Feb. 7th, 1903, and reopen Friday, March 6th, 1903.

By order of the Board of Directors.

MALCOLM M. GRAHAM, Secretary.

NEW YORK CITY, N. Y., January 28, 1903.

NEW YORK CITY, N. Y., January 28, 1903.

To the Stockholders of Engineers' Realty Company.

GENTLEMEN:

You are hereby notified that the Annual Meeting of the Stockholders of Engineers' Realty Company will be held on Thursday, February 12, 1963.

At eight thirty o'clock P. M., at the office of the Company, No. 374 Fifth Avenue, in the Borough of Manhattan of the City of New York, in the State of New York, for the election of seven Directors for the Company for the year ending February 11, 1904, and for the transaction of such other bushess as shall properly come before the meeting. THE ANNUAL MEETING of the stockholders of The Alden Speare's Sons Co. will be held at the office of the Corporation, 100 William Street, in the Borough of Manhattan, City of New York, on the 17th day of February, 1908, at eleven o'clock in the forenoon, for the election of Directors, and for such other business as may properly come for such other business as the before such meeting.
GEORGE S. ADAMS, Secretary-

PUBLIC NOTICES.

WANTED FOR U. S. ARMY—Able-bodied unmarried men between ages of 21 and 35, citizens of United States, of good character and temperate habits, who can speak, read and write English. For information apply to RECRUITING OFFICER, 25 Third Avenue, 706 6th Ave., N. Y., or 352 Fullon Street, Brooklyn, N. Y.

AQUEDUCT COMMISSIONERS' OFFICE,
ROOM No. 207, Stewart Building, No. 260 Broadway,
NEW YORK, Jan. 29, 1903.

Bids or proposals for doing the work and furnishing the materials called for in the approved
forms of contract now on file in the office of the
Aqueduct Commissioners for building fourteen
highway bridge steel superstructures across the
Croton Lake and River and its tributaries in the
towns of Yorktown, New Castie, Somers, Lewis
boro, Bedford and North Salem. Westchester
county, New York, will be received at this office
until 12 o'clock noon on Wedtesday, Feb. 18, 108,
and they will be publicly opened by the Aqueduct
Commissioners soon thereafter as possible, and
the award of the contract for doing said work
and furnishing said materials will be made by said
Commissioners as soon thereafter as practicable.
Blank forms of said approved contract and the
specifications thereof, and bids or proposals and
proper envelopes for their inclosure, form of bonds
and all other information can be obtained at the
above office of the Aqueduct Commissioners on
application to the Secretary.

For further particulars see CITY RECORD,
published at No. 2 City Hall.

By order of the Aqueduct Commissioners.

WILLIAM M. TEN EVCK, President.

DEPARTMENT OF THE INTERIOR, United

DEPARTMENT OF THE INTERIOR, United States Patent Office, Washington, D. C., January B. 1908.—Sealed proposals in quadriplicate will be received at this office until 2 o'clock P. M., Pebruary 24, 1908, for fitting up the Scientific Library of the United States Patent Office with steel stacks and other furniture. Floor plans and specifications as to the character of the work will be furnished on application. Each proposal must be accompanied by a certified check for \$200. The right is reserved to reject any and sall bids. All bidders are invited to be present at the opening. F. I. ALLEN, Commissioner.

SEALED PROPOSALS will be received at the office of the Light House Inspector, Tompkinsville, N. Y., until 12 o'clock M., Monday, 16th March, 1803, and then opened for maintaining all the buoys now in Taunton River, Mass. Pawtucket River, R. I., Housatonic River, Conn.; and Hudson River, N. Y., between New York City and Troy, N. Y., during the fiscal year to end 36th June, 1806, in accordance with specifications, copies of which, with blank proposals and other in formation can be had upon application to Capt. WILLIAM M. POLGER, C. S. N. Inspector.

SEALED PROPOSALS will be received at the office of the Light House Inspector. Tompkinsville, N. Y., until 12 o'clock M., Monday, 18th March, 1908, and then opened, for furnishing and delivering fuel and provisions for vessels and stations in the 3d Light House District during the fiscal year to end June 30, 1904, in accordance with specifications, copies of which, with blank proposals and other information, may be had upon application to Captain WILLIAM M. FOLGER, U. S. N., Inspector.

PROPOSALS FOR SUBSISTENCE STORES Office Purchasing Commissary, U.S. Army, 28 Whitehall Street, New York City, N. Y. February S. 1903 - Scaled proposals for furnishing and delivering subsistence stores in this city for the month of March, 1913, will be received at this of fice until 11 o'clock A. M. on February 13, 1903, Information furnished on application Envelopes containing bids should be marked "Proposals for Subsistence Stores opened February 13, 1903," addressed to Major D. L. BRAINARIA Commissary, U.S. A.

FORT TOTTEN, Willets Point, N. Y., Jan. 20th, 1868.—Scaled proposals, in triblicate, for construction of sewer and water system at this Post will be received here until 2 P. M., Mar. 3d, 1903. Separate proposals on cach should be submitted and envelopes should be endorsed "Proposals for Sewer" and "Proposals for Water System, respectively. U. S. reserves the right to accept or reject any or all bids or any part thereof. Information furnished on application to A. HAS. BROUCK, C. M. FORT TOTTEN, Willets Point, N. V., Jan. 20th

U. S. ENGINEER OFFICE, ARMY BUILDING, NEW YORK, N.Y., Feb. 2, 1903. Scaled proposals for dredging in Raritan and South Rivers, N. J. will be received here until 12 M. March 4, 1903, and then publicly opened. Information furnished on application. C. W. RAYMOND, Lt. Col. Engrs. MILLINERY AND DRESSMAKING.

taught. Easy payments. Unimited Lessons. Per-fect-fitting shirtwaist or skirt patterns cut to fit Soc. McDOWELL SCHOOL. 310 318 Sixth av.

LOST, FOUND AND REWARDS.

POST OFFICE NOTICE.

POST OFFICE NOTICE.

(Should be read DAILY by all interested, as changes may occur at any time.)

Foreign mails for the week ending Feb. 7, 1908, will close (PROMPILY in all cases) at the General Post Office as follows: PARCELS POST MAILS close one hour earlier than closing time shows below. Parcels post mails for Germany close at 5 P. M. Wednesday per steamship Brandenburg, and Friday per steamship Blucher.

Regular and Supplementary mails close at Foreign Station half hour later than closing time shown below (except that Supplementary Mails for Europe and Central America, via Colon, close one hour later at Foreign Station).

TRANSATLANTIC MAILS. TRANSATLANTIC MAILS.

WEDNESDAY.—At 6.30 A. M. for EUROPE, per steamship St. Paul, via Southampton (mail for Ireland must be directed "per steamship St. Paul"); at 7:30 A. M. for NETHERLANDS direct, per steamship Amsterdam (mail must be directed "per steamship Amsterdam"); at 8:30 A. M. (supplementary 10 A. M.) for EUROPE, per steamship Teutoule, via Queenstown.

ROPE, per steamship Teutonic, via Queenstown.

THURSDAY.—At 7.A. M. for FRANCE, SWITZERLAND, ITALY, SPAIN, PORTUGAL, TURKEY, EGYPT, GREECE, BRITISH INDIand LORENZO MARQUEZ, per steamship
La Lorraine, via Havre (mail for other parts
of Europe must be directed "per steamship
La Lorraine").

SATURDAY.—At 6:30 A. M. for EUROPE, per
steamship Zeeland, via Southampton (mail
for ireland must be directed "per steamship
Zeeland": at 9:30 A. M. (supplementary 11
A. M.) for EUROPE, per steamship Saton'a,
via Queenstown.

A. M. for EUROPE, per steamsorp Satoma, vis Queenstown.

PRINTED MATTER, ETC.—This steamer takes Printed Matter, Commercial Papers and Samples for Germany only. The same class of mail matter for other parts of Europe will not be sent by this ship unless specially directed by her.

After the closing of the Supplementary Transatiantic Mails named above, additional Supplementary Mails are opened on the piers of the American, English, French and German steamers, and remain open until within Ten Minutes of the hour of sailing of steamer.

MAILS FOR SOUTH AND CENTRAL AMERICA.
WEST INDIES. ETC

MAILS FOR SOUTH AND CENTRAL AMERICA.
WEST INDIES. ETC
WEDNESDAY.—At \$6:30 A. M. for BAHAMAS,
per steamer from Miami, Florida: at 11:30
A. M. (supplementary 12:30 P. M.) for ST.
THOMAS, ST. CROIX, LEEWARD and WIND-WARD ISLANDS, per steamable Caribee (mail
for Grenada, Trinidad, British, Dutch and
French Gulana must be directed "per steamship
Caribbee"; at 12:30 P. M. (supplementary 1
P. M. for TURK'S ISLAND and DOMINICAN
REPUBLIC, per steamship Cherokee: at 11:30
P. M. for JAMAICA, per steamship Admirsi
Schley, from Philadeiphia.
THURSDAY.—At 8 A M. for CUBA, YUCATAN,
CAMPECHE, TABASCO and CHIAPAS, per
steamship Monterey (mail for other parts of
Mexico must be directed "per steamship Monterey"; at 10 A M. for BRAZIL, per steamship
Tennyson, via Pernambuco, Babis, Rio Janeiro
and Santos (mail for Northern Brazil, Argentime, Urusuay and Paragrusy must be directed
"per steamship Tennyson"; at 10 A. M. for
GONAIVES, St. Marc, Curacao, Venezuela, Trinidad, British and Dutch Gulana must be directed
"per steamship Prins Mauritz"; at 12 M. (supplementary 12:30 P. M.) for BAHAMAS and
SANTIAGO, per steamship Saratoga.

FRIDAY.—At 11:39 A. M. (supplementary 12:30 P. M.) for BAHAMAS and
SANTIAGO, per steamship Saratoga.

FRIDAY.—At 11:39 A. M. (supplementary 12:30 P. M.) for BAHAMAS and
SANTIAGO, per steamship Saratoga.

FRIDAY.—At 16:30 A. M. (supplementary 12:30 P. M.) for BAHAMAS and
SANTIAGO, per steamship Nagara".

SATURDAY.—At 45:30 A. M. for BAHAMAS, per
steamship Caracas, via Colon detter mail for
Guatemala must be directed "per steamship
Nagara, via Tampico (mail must be
directed "per steamship Nagara").

SATURDAY.—At 45:30 A. M. for BAHAMAS, per
steamship Caracas, via San Juan and Curacoa
(mail for Savanilia and Cariagena must be
directed "per steamship Nagara").

SATURDAY.—At 65:30 A. M. for BAHAMAS, per
steamship Caracas, via San Juan and Curacoa
(mail for Grenada and Trinidad must be
directed "per steamship Datala and
(supplementary 10:30 A. M.) for PORTUNE

SALAND, JAMANAICA, SAVANILLA and CART

via Havana.

Mails for Newfoundland, by rail to North Sydney. and thence by steamer, close at this office daily at 6:30 P. M. (connecting close here every Monday, Wednesday and Saturday). Mails for Miguelon, by rail to Boston, and thence by steamer, close at this office daily at 6:30 P. M. Mails for Cuba, by rail to Port Tampa, Fla., and thence by steamer, close at this office daily at 6:30 P. M. Mails for Cuba, by rail to Port Tampa, Fla., and thence by steamer, close at this office daily, except Thursday, at \$6:30 A. M. (connecting closes are made on Mondays, Wednesdays and Saturdays). Mails for Mexico City, overland, unless specially addressed for despatch by steamer, close at this office daily except Sunday at 1:30 P. M. and 11:30 P. M., Sundays at 1:30 P. M. and 11:30 P. M., Sundays at 1:30 P. M. and 1:30 P. M. and thence by steamer, close at this office daily, except Sunday at \$1:30 P. M. and \$11:30 P. M., Sundays at \$1:30 P. M. and \$11:30 P. M. (connecting closes here Mondays at \$1:30 P. M. for Belize, Puerto Cortez and letter mail for Guatemala, and Tuesdays at \$1:30 P. M. for Costa Rica). §Registered mail closes at 6:00 P. M. previous day.

TRANSPACIPIC MAILS.

TRANSPACIPIC MAILS.

Mails for Hawaii, via San Francisco, close here daily at 6:30 P. M. up to Peb. 42d, inclusive, for despatch per steamship Alameda. Mails for China and Japan, via Seattle, close here daily at 6:30 P. M. up to Feb. 44th, inclusive, for despatch per steamship Aliameda. Mails for China and Japan, via Tacoma, close here daily at 6:30 P. M. up to Feb. 47th, inclusive, for despatch per steamship Ning Chow. Mails for Ilawaii, Japan, China and Philippine Islands, via San Francisco, close here daily at 6:30 P. M. up to Feb. 47th, inclusive, for despatch per steamship Ning Chow. Mails for Ilawaii, Japan, China and Philippine Islands, via San Francisco, close here daily at 6:30 P. M. up to Feb. 41th, inclusive, for despatch per steamship Mariposa. Mails for Australia (except West Australia, which is forwarded via Europe), New Zesland, Fijl. Samoa and Hawaii, via San Francisco, close here daily at 6:30 P. M. after Jan. 43ist and up to Feb. 41th, inclusive, for despatch per steamship Sierra. (If the Cunard steamer carrying the British mail for New Zesland does not arrive in time to connect with this despatch, extra mails—closing at 4:30 A. M. 9:30 A. M. and 6:30 P. M. will be made up and forwarded until the arrival of the Cunard steamer. Mails for Hawaii, china, Japan and Philippine Islands, via San Francisco, close here daily at 6:30 P. M. will be made up and forwarded until the arrival of the Cunard steamer. Mails for Hawaii, China, Japan and Philippine Islands, via San Francisco, close here daily at 6:30 P. M. up to Feb. 41th, inclusive, for despatch per steamship Doric. Mails for China and Japan, via Vancouver and Victoria. B. C. close here daily at 6:30 P. M. up to Feb. 41th, inclusive, for despatch per steamship Doric. Mails for China and Japan, via Vancouver and Victoria. B. C. close here daily at 6:30 P. M. up to Feb. 41th, inclusive, for despatch per steamship Doric. Mails for Australia (except West Australia, which goes via San Francisco, and Fill Islands, via Vancouver and Victoria. B. C. clos

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NOTICE IS HEREBY GIVEN that Withelms and Company, a domestic corporation having its principal office at No. 116 Broad Afrect in the Borough of Manhattan, City, County and State of New York, will present its petition and apply to the Supreme Court of the State of New York, at a Special Term, Part I, thereof, to be held at the County Court House in the Borough of Manhattan, City and County of New York, on the 6th day of March, 1908, at 1930 o'clock in the forenoon of said day or as soon thereafter as counsel can be heard, for an order authorizing said corporation to change its corporate name to that of "Muller Maclean and Company."

Dated, New York City, January 27th, 1903.

WILHELMI AND COMPANY,
By J. T. MACLEAN, President.

PINNEY, O'BRIEN, THAYER & VAN SLYEE.

Attorneys for Petitioner
37 Nassau Street,
New York City.